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FOREIGN BUSINESS

ARE LONGER CREDITS NECESSARY?

With increasing evidence each
day that "competition for the
markets of the world is to be of
the keenest sort, not at some
future date, but from now on, the
question of financing foreign
buyers and of credit policies in
general is coming in for consider-
able attention among local ex-
porters and exporting manufac-
turers, says the *New York
Evening Post*. A great deal of
careful study is being given to the
former German system of long
time credits, abused though it
was, and there is growing up a
more general recognition of the
disadvantages to all concerned of
insisting too rigidly on short time
payments. The same process of
reasoning which is bringing about
this change of feeling is responsible
for what is termed the
"general awakening to the
undesirability" of the old-time
insistence upon "cash" against
documents in New York.

In reviewing the methods
practised by German merchants
before the war it is recalled that
exporters and exporting manu-
facturers of Germany did not re-
quire their "distributing agents"
in foreign countries to utilize
their capital for other than
freight, insurance, inland trans-
portation, and other incidental
charges. The foreign distributor
was permitted to grant six or nine
months' credit, as the case might
be, to the foreign buyer, endorse
that buyer's note to the middle-
man or exporter in Germany, and
submit the note in payment for
the goods in question. Such a
note in most cases bore an in-
terest rate of 8 percent. In turn,
the middleman could make the
note over to the manufacturer in
payment for the merchandise.
The manufacturer could then
add his own endorsement to the
note and discount it at the bank
for 6 percent. And, as a rule,
the bank rediscounted the note in
England for 3 1/2 percent.

By this means German mer-
chants not only made their regular
profit on the goods they sold, but
also an additional profit on
the terms they granted and the
banks as well shared in this
profit by rediscounting the note
in England at 3 1/2 percent. Fur-
thermore, it was shown that the
security of such a note, after
being signed respectively by the
foreign agent, the middleman,
the manufacturer and, finally,
the bank, was of the highest
order, for in case the buyer
defaulted there were three re-
sponsible names on the note, one
of them a bank, to which to look
in order for payment.

The purpose accomplished by
permitting the foreign distributor
or agent to make payment with
the note of his customer endorsed
by himself was to make possible
for that agent a much larger
annual turnover than with this
limited capital might otherwise
have been possible. An agent,
for instance, in a district capable
of absorbing \$100,000 worth of a
certain line of merchandise
annually and who has but \$50,-
000 working capital is not only
handicapped to just that extent
if the demand is made for cash or
short-time payment, but by mak-

ing this demand the manufacturer
cuts down his own sales in that
district by one-half of what they
should be.

It is admitted, of course, that
credit cannot be granted indis-
criminately. The German system
rested in the last analysis on the
careful selection of foreign dis-
tributors. Since they were
empowered to assume respon-
sibility for the payment of bills
when they came due by the con-
suming buyer, or the retail dis-
tributer, they, of course, had to be
men or houses of good standing,
both financially and otherwise.
It was their duty to pass on
the credit standing of their cus-
tomers and take the loss if those
customers defaulted. But it is
an interesting commentary on
this whole method of doing
business that German merchants
engaged in foreign trade suffered
a remarkably low percentage of
bad debts. This is attributed to
the fact that the distributing
agent being a native of his "par-
ticular locality and well ac-
quainted with people and condi-
tions in his district, was able to
judge accurately of the honesty
and the financial condition of his
customers.

While there is no general
feeling that the whole German
system should be lifted bodily
and incorporated in this country's
practices, the opinion of a number
of large exporters in this city
is that a much broader policy
of credits must be adopted by
American export merchants than
has been the rule in past years.
They believe that the stimula-
tion of markets already held is
of as great, if not of greater,
importance than the always
tedious and not always profitable
process of opening up new
ones. The conviction is held
that a broad credit policy when
conditions of trade are restored to
a normal basis will do more
in the direction of increasing
this country's foreign sales than
perhaps any other single factor.

GENERAL NEWS

DEATH OF PRINCE TOKUDAIJI

The condition of Prince
Tokudaiji, the Grand Chamberlain
to the late Emperor, who had for
some time been lying ill, became
critical on the 4th instant at 2
p.m., and two hours later he fell
into a comatose state. Camphor
injections and other medical aid
proved fruitless, and the
distinguished patient died at 7
p.m. the same day. The late
Prince Tokudaiji was born in
Kyoto on December 6th, 1839,
the first son of the late Prince
Tokudaiji Kimizumi, a descendant
of Fujiwara Kamatari. He was
appointed Chamberlain in 1851
and remained in attendance
at Court till the death
of the late Emperor, when he
retired from the Court and public
life, spending the remainder of
his days at his residence at
Sendagaya in seclusion. During
forty years after 1871, when he
was promoted to Chief Chamber-
lain, he faithfully discharged
his duties towards the late
Emperor, and his loyalty to his
Imperial Master was a household
word in Japan. His devotion to
the late Emperor was so great
that for many months after his
Imperial master's death, he never
shaved himself—a mark, in
Japan, of profound mourning.
Since his retirement from public
life he made it a rule to worship
in the direction of the Momo-
yama Mausoleum every morning
and evening. Marquis Saionji,
now at Paris, and Baron
Sumitomo, the well-known mil-
lionaire in Osaka, are younger
brothers of the deceased peer.

THE CANADIAN STRIKES.

Intelligence received in office
quarters shows that an exten-
sive strike has occurred at Win-
nipeg. On the 20th ultimo, the
Ministers of Home Affairs and
of Labour proceeded to the scene
of the trouble from Ottawa for
the purpose of pacifying the
strikers. The strikers gradually
gained strength, and the following
day they took possession of the
post offices and other means of
communication. In these circum-
stances, Press telegrams have to
undergo censorship at the hands
of the labourers on strike. A big
advance in the prices of daily
necessaries is the cause of the
present trouble, and it is feared
that unless effective relief
measures are quickly forthcoming
the situation will go from bad to
worse. Although some improve-
ment has subsequently taken
place, entire suppression is out of
the question unless a radical
policy is formulated. A Van-
couver dispatch dated the 4th
instant says that there are evident
signs of general strikes breaking
out in the city, and that popular
unrest prevails.

MISSING BRIDEGROOM.

An open verdict was returned
at an inquest at Enfield recently
on Oliver W. H. Pollard, 28,
whose body was taken from the
River Lea on Monday. About a
month ago deceased was to have
been married, and was staying
at the house of his future bride's
parents when he disappeared
two days before the wedding
was to have taken place. The
evidence showed that he
joined the Army in 1914,
but was discharged as medically
unfit. On the body was found a
letter addressed to his fiancée
bidding her good-bye, and stating
that he "felt miserable, that he
had been with some soldiers who
had left him after they had had
all they wanted." The man's
mother said he had complained
of severe pains in the head.

EX-KAISER'S EFFIGY SMASHED.

The effigy of the ex-Kaiser at
Mme. Tussaud's has been attack-
ed at last—not only attacked, but
smashed under the heel of an
indignant British sailor. The
sailor who did the deed stood for
some time in front of the figure
in silent contemplation, and
then, said an official, "he flung
it off its pedestal. This done, he
proceeded to jump on it, smashing
its face to pieces and breaking its
arms. In doing so, he used some
well, rather seafaring lan-
guage. "Canadian soldiers had
previously been very nasty to-
wards him, and once someone
cut that upward point off his
moustache.

BIBLICAL FILMS.

Applying for permission to show
cinema pictures on Sundays at
the Royal Victoria Pavilion, the
Ramsgate Town Clerk told the
Justices it was the intention of
the management to screen only
Biblical, educational, and in-
structive films. "The entertain-
ment," he said, "would attract
crowds on Sunday evenings in the
summer, and relieve the monoton-
y of the streets." The Justices
were satisfied.

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WORLD AND NATIONAL SOLENCY. FREE TRADE PRINCIPLES INDICATED.

At a meeting of the Free Trade Union held in April Lord Beauchamp, moving the adoption of the annual report of the Free Trade Union, said the gathering represented the revival of the Union as a fighting force in politics. Never was there a time when Free Trade was more necessary for the welfare of this country. We were suffering from a double blockade—first, against those who were or are our enemies, and against neutral countries; and second, blockade both on our allies and ourselves by restrictions put upon trade by Government orders and regulations. The time had come when these ought to be swept away, because their influence on commerce was deplorable.

He greatly feared that the election promise of colonial preference would be fulfilled, but he would draw attention to the fact that colonial preference would impose tariffs, against our allies and against those neutrals with whom it was in the best interests of this country to get into close relationship as early as possible.

Mr. Runciman said now that the Free Trade Union was embarking on a new career of activity they were encouraged in the work before them by the record of our own Free Trade country during the last five years. It was the custom in some uninstructed quarters to contend that the war brought an end to Free Trade, whereas the war had proved the soundness of Free Trade doctrines in finance, in the adaptability of our industries, and the strength of our national resources, husbanded as they were under the Free Trade system.

THE POSITION OF FRANCE.
It was a remarkable fact that at the end of four and a half years of war—nearly five years if they didn't hurry up in Paris (laughter)—we were the only European belligerent country which remained solvent. He would say nothing to injure the credit of France, but it was notorious that France would be unable to pay her way or get bills acceptable in America but for the fact that her bills were backed by the credit of a Free country. The adaptability of our industries was due to a large extent to the stimulus of competition under Free Trade policy. The strength of the British navy depended on the Free Trade system. We were limited in the expenditure we could afford for the creation of our fleet and it was certain that with millions at our disposal we produced more vessels and more guns than could have been produced in any other country. That was mainly because we had none of the obstacles and embarrassment of other countries. We had the advantage of an expansive revenue.

It was curious that at the end of four and a half years we had seen every one of the protected countries having to resort to Free Trade taxes in order to make ends meet, and that in times of peace, which were likely to be more economical than times of war, there was a very strong party supporting the abandonment of Free Trade for a Protectionist policy in this country.

There were two aspects of the Free Trade question which he would particularly emphasize. The first was the productivity of our country, and the second the relations we should have with our allies and neutrals, to say nothing of those who had been, and technically were, our enemies. In England we were faced with industrial stagnation. One reason for unrest was the extent to which the unemployed now found it impossible to secure work in the greater industries. This was due to some extent also to the high cost of living, but these were so closely connected that they could scarcely be considered apart. If there was now activity in industrial England the high cost of living would be to some extent diminished, but there could be no renewed activity so long as values were disturbed and prices exaggerated. It was unfair to expect manufacturers to enter into contracts when they had no means of gauging the movement of the markets.

GOVERNMENT AND ARGENTINE WHEAT.
In answer to questions in the House of Commons, it was stated that owing to our financial commitments in America we could not expect them to allow us to import from any other quarter of the world wheat. The Government was not prepared to do this.

long way off, that we had not money to pay for it, and that shipping was not available. He ventured to remind the Government that if the Government could not pay for the wheat they bought from the Argentine the merchants of England could, and the sooner they were allowed to buy the better.

What was true of wheat was true of every other article of food, which, if excluded, meant that the high cost of living would remain. Another aspect of colonial preference was that it meant the taxation of imports which came from France, Italy, and Belgium, and to put tariffs on articles which before the war entered this country freely.

Then what was to be done with German goods? We had better make peace with Germany first, and when that was done it might as well be a wholehearted peace. If it was wrong to trade with Germany it would be wrong to trade with a 25 per cent. tax placed on their goods.

THE "KEY" INDUSTRIES.
Sir John Simon said: "We Freetraders are urged to learn the lessons taught by the war and to mend our ways accordingly. I am all for profiting from recent experiences, and trust that fiscal students of every school will be prepared to read, mark, learn, and inwardly digest what the lessons of war really are. The most obvious of all these lessons is that our country, with its Free Trade system, is the only one of the European Allies which has been able to lend hundreds of millions to other belligerents, who have relied, in times of peace on a system of tariffs. The second lesson is that our ability to stand the shock of war has largely depended on the possession of an instrument which is the direct consequence of our system of Free Trade—a pre-eminent mercantile marine."

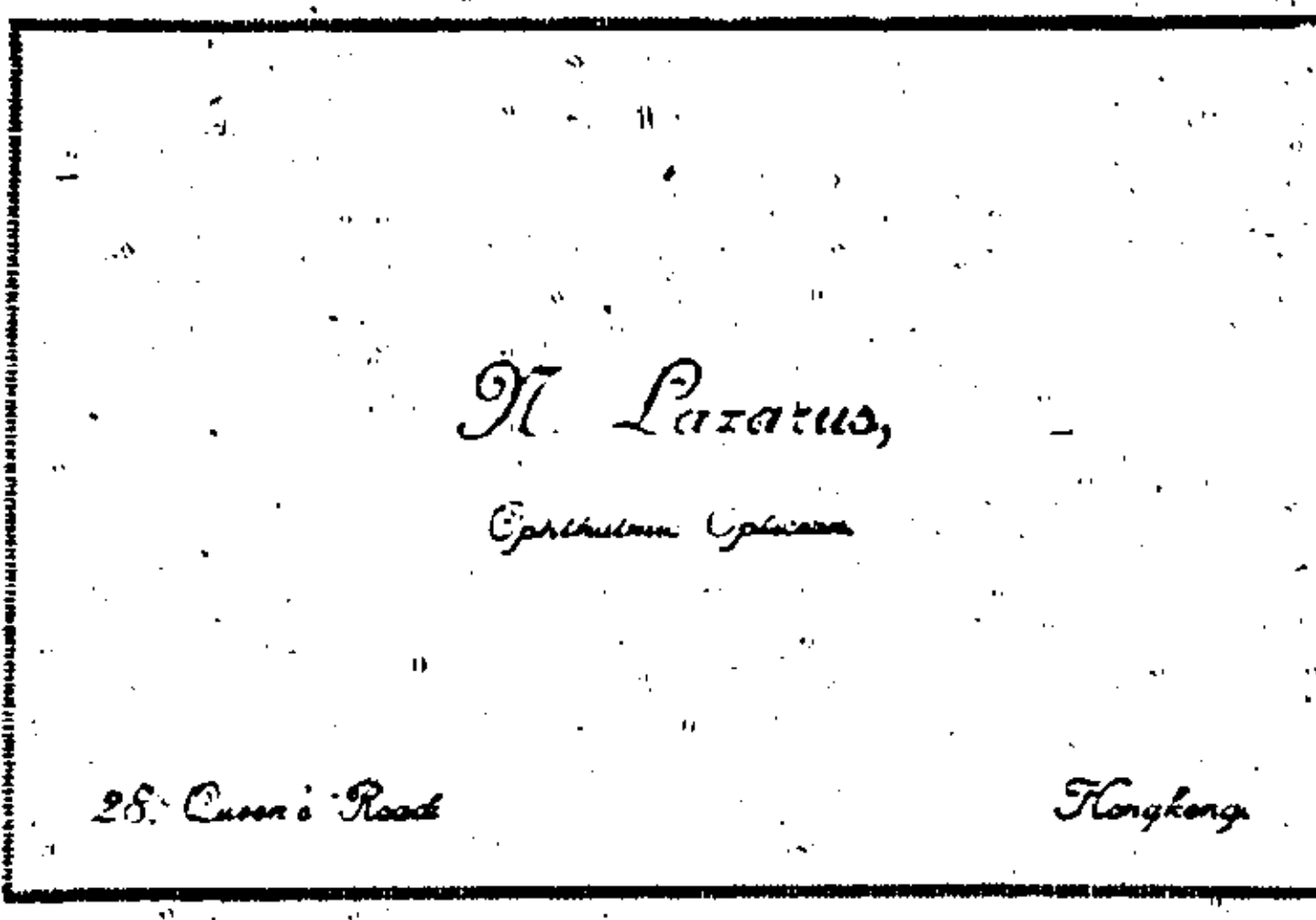
What are the arguments, derived from recent events, which are commonly advanced in favour of change? It is said that the experience of the war has shown us the necessity for protecting key industries, and that our weakness in this respect is due to Free Trade. But what is a key industry? The instance most commonly given is that of dyes, but the real meaning of the criticism is, not that there is any commercial weakness involved in buying dyes from abroad, but that the works are capable of producing explosives and that our supply of explosives was inadequate when the war broke out. The criticism is therefore a not a criticism of our

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GENERAL NEWS.
ELECTORAL CONUNDRUM.
The Torquay Division registration officer was called upon recently to answer what he described as an electoral conundrum—when seven women employees in a big drapery firm, the proprietor of which lives off the premises, claimed the vote. Each of the women occupies a separate room. In allowing the claims Mr. Hutchings said that if a woman was married the process with simple. She got a vote because her husband had a vote. If single the Act said a woman was entitled to vote as a woman if she would be entitled to vote if she had been a man. He had to answer the conundrum set by the Act. "What is a woman not a woman?" the answer being "When she is single and wants a vote." He said to get the vote she must be treated as a man. If she were entitled to vote as a man, Government would not have to pay her wages as a woman.

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Office address: 11. Ice House Street.

HONGKONG, MONDAY, JUNE 23, 1919.

The article under notice concludes with the statement that the Military Government has made no extraordinary demand, that it is responsible for the payment of troops, etc., and that without funds it cannot adequately discharge its duties. Here we no doubt have the explanation of the demand for a proportion of the surplus—it is not so much a question of right or wrong, as the inability of the Government to lay its hands on funds. It is a case of funds at all costs, to bolster up a dying creation. The Canton Military Government has about come to the end of its tether, and so, in spite of the legality of the establishment and the irregularity of its acts, it is inevitable that to which it has no rightful claim. It wants Kwang-chow to share in the benefits of the Customs surplus, which, by the way, is only guaranteed by honest foreign supervision, it should bear its fair differences with the North and, abandoning its independence, becomes part and parcel of the Chinese Republic governed by one central authority.

REV. MR. DARWENT,
Union Church, Shanghai,
y, the Rev. O.E. Darwent
ced that he had decided
ept the invitation from
There

Marie Osborne, in the title role. The acting is surprisingly mature. *The piece de resistance* is a remarkable execution of an Eastern Dance by Miss Faye. The Eastern Dance is a novelty in Hongkong. Wednesday Miss Faye is said to considerably enhance her reputation as a professional dancer. The acrobatic dance, Miss Faye gave last night at the Victoria was a most interesting revelation of her powers. In this direction we can only say she will go on and on. With her usual good looks and her beautiful voice, she is

ood deal of interest at pre-
enters round the action of
Siamese Government in pro-
gging exports of rice from the
country under licence. I
have thought that the ser-
vice of the situation would
prompted the Siamese Gov-
tment to have taken this step
ago. Siam and how has
the only country in the East
not adopted in some
or other restrictions upon
the present restrictions
doubt been undertaken
by the Siamese Government.

Year	1918	1919
Population	7,585,900	25,340,000
Area	4,539,450	4,790,000
Population per square mile	1,671	5,289

the wilds of Colorado and in one of the Sandwich mounds there is found sand with a remarkable characteristic. In a long wind, when the sand is blowing, it gives out a continuous humming or rather humming sound. When it is rubbed between the hands it causes the same noise. It is not unlike the cry of an eagle and again if it is put in a tin can and shaken it also makes a humming sound. On microscopic examination it appears that the grains of sand are composed of a material that is very hard and they are well cemented together. The grains are of various sizes, but the largest are about the size of a pin point and many of them are perfectly round. It is easily scratched with a sharp knife and it is said that the grains are of volcanic origin. The sand is found in a small mound about 100 feet high and is about 100 feet in diameter.

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BOWLS LEAGUE.

K.C.C. v. TAIKOO.

A very enjoyable afternoon was spent at the K.C.C. ground on Saturday, when the Club met Taikoo in the Bowls League. The rinks were in fairly good condition but the heat was somewhat oppressive. As will be seen from the scores, K.C.C. showed considerable improvement on their previous form and would have come nearer still to winning had it not been for the fine play of Wotherspoon of Taikoo, who was in splendid form. At the close of the match, Mr. Gerrard, on behalf of the K.C.C., after briefly reviewing the play, said he hoped the visitors had spent an enjoyable afternoon and the sport had been quite up to expectations. Mr. Eldridge, in replying on behalf of Taikoo, thanked their hosts for a splendid afternoon. It was the first visit they had paid K.C.C. as a bowling team and they had been treated in a manner which, during his experience, had not been equaled. Three cheers were then given by both sides. Scores—

KOWLOON.

First Rink.

A. E. W. Davidson	
J. H. Mead	
J. Jack	
G. Gerrard (Skip)	8

Second Rink.

W. Oswald	
J. Hyde	
A. M. Simpson	
A. G. Pile	17

Third Rink.

H. Overy	
J. P. Robinson	
F. W. Richmond	
G. Gibson	25

TAIKOO.

First Rink.

J. Muirhead	
T. Grimstone	
J. Russell	
W. Wotherspoon	25

Second Rink.

J. Sloan	
T. Bateman	
J. MacLachlan	
A. Hamilton	22

Third Rink.

W. J. Eldridge	
S. C. Amery	
G. Morrison	
R. C. Wallace	15

Total—K.C.C., 50; Taikoo, 62.

THE MODERN M.P.

(According to Mr. Grayson, members of the House of Commons "wear large white shirts to conceal the fact that they have nothing behind their foreheads.")

Your M.P.'s not the sort of man
That off should look on as a model:
He has been practising deceit
Since first he learned the way to toddle.
The way he tries to cheat the world
Is something absolutely horrid.
E.g., he wears a shirt to hide
The emptiness behind his forehead.

Nor is this all, though bad enough.
An honest man is filled with sadness
When he is forced to look upon
Such cool and calculated badness.
Your M.P. is a specialist—
In everything that is improper:
Neath well-cut trousers he conceals
A heart as jet-black as his "topper."

What matter if his shiny boots
Are neatly made and glow with blacking?
We know the brain behind them's just
As useful as a bit of socking.
Our one relief is Comrade G.
Our champion, who, the veil while rending,
Thunders to all the world these words:
"Aha! I've caught the scoundrel bending!"
P. G. Wodehouse in the *Globe*.

THE V. R. C.

FIRST AQUATIC FETE OF THE SEASON.

The premises at the Victoria Recreation Club presented an animated scene on Saturday night when the first aquatic fete of the season was held. Supported by a large attendance of spectators, and by weather conditions with which the competitors found no fault, it was a successful function and a good augury for continued popularity on subsequent occasions.

The tank was brilliantly lighted up by many electric lights and around it were built the stands to accommodate the spectators, amongst whom were H. E. the Officer Administering the Government, Sir William Rees Davies, Mr. Justice Melbourn, Mr. P. P. J. Wodehouse and Capt Hopcroft.

There were 10 events, all of which were exciting by the keenness displayed. Large as the number of entrants was, it could have been larger, and some disappointment was caused in the fact that the second event, which should have proved popular to the men of the Services, especially to the sailors, drew only three contestants, all of whom were from the Manchester Regiment.

There were two events for the ladies and girls. Miss B. Jennings, who entered for the third event, came in for special notice and much applause by winning second place, after having a big handicap imposed on her. At the request of His Excellency, a special diving exhibition was given which was much appreciated. The water polo match, which wound up the programme, was a very exciting affair, and ended in a draw, 6-6. The first goal was scored for the Whites by their Captain, J. C. Finch, who also secured the third one. A Logan, of the same team, shared equal honours with Finch, being responsible for the second and fourth goals, the latter of which was obtained soon after half-time. Having secured four goals without a break, it looked as if the Whites would have a walk-over, but the Captain of the Blues, by dint of terrific throws, brought down this big lead, eventually having four goals to his credit.

At the conclusion of the sports, the prizes were distributed in the gymnasium, the function being performed by Mrs. Gow. The Hon. Secretary (Mr. Mitchell) at the close announced fete for the next two months, and said that as the water polo match had ended in a draw, it would be played in due course, and that the prizes for the winners in the match would be distributed at the next fete.

Special mention must be made of the amateur string band to whose able rendering of many popular selections the fete owed much of its success. The band was composed of Messrs. J. M. Souza, L. M. Xavier, A. M. Souza, B. J. Souza, A. Mendes, and Pedro Garcia.

The officials were: President, Hon. Mr. Claud Severn, C.M.G.; Judges—Messrs A. Silva Netto, A. V. Barros, A. A. Alves, T. Meek, A. S. Ellis; Starters—Messrs A. E. S. Alves and A. H. Carroll; Time-keepers—Messrs T. Meek, A. A. Alves, J. Lyon; Acting Hon. Secretary—Mr. R. H. B. Mitchell.

The donors of prizes were—Mrs R. Carroll, Mr. A. A. Alves, Mr. S. D. Somekh, Mr. T. Meek, Capt. Bentley, Mr. J. C. Finch, Mr. F. M. L. Soares, Mr. A. Silva Netto, Mr. A. H. Carroll and Mr. R. H. B. Mitchell.

The results follow:
Two Lengths Handicap.—1, G. A. V. Hall, 53 secs.; 2, D. Lyon, 26 3/5 secs.

Two Lengths Handicap (Army and Navy).—1, Q. M. S. Smith (Manchester); 2, Sgt. Strange (R.A.M.C.).

Two Lengths Handicap for Ladies.—1, Mrs Braga; 2, Miss B. Jennings.

Running header from spring-board.—1, G. A. V. Hall; 2, A. Logan.

Two Lengths Handicap for boys.—1, Silva Netto; 2, Botelho.

Ladies' Nomination.—1, A. Logan; 2, M. A. Carvalho.

Two Lengths Team Race.—Winners: J. C. Finch (Capt.), L. M. Franco, S. B. Marcal, G. A. V. Hall.

Water Polo.—The match was drawn. The teams were—Blues: J. Stewart (Capt.), R. C. Wittchell, A. S. Ellis, L. M. Franco (Junior), B. Tatum, G. A. V. Hall, W. B. Musket; Whites: J. C. Finch (Capt.), A. Logan, D. Lyon, L. M. Franco, M. A. Carvalho, J. B. Soares, S. A. Marcal.

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JAPANESE ADMIRAL
VISITS HONGKONG.

OFFICIAL LANDING AT
BLAKE PIER.

Blake Pier this morning was a scene of considerable bustle. A large crowd of spectators gathered round to watch Rear-Admiral Sato, of the Japanese cruiser Idzumo, make an official landing. At a quarter to eleven a guard of honour drawn from the 1st Garrison Battalion of the Manchester Regiment, under Captain S. L. Cohen, and headed by the band of the Manchesters, marched down the water front and in their wake collected an inquisitive crowd who followed them to the Pier. At eleven o'clock Rear-Admiral Sato and his suite landed on the pier and were introduced by the Japanese Vice Consul to Mr. Ponsonby-Fane, who represented His Excellency the Officer Administering the Government. The guard of honour were brought to "order arms" and the band struck up. The Rear-Admiral then inspected the guard and eventually drove off to Government House.

The Japanese cruiser Idzumo is returning from the Mediterranean, where she had been stationed during the war. She is going to Tokyo on the 27th instant.

TENNIS LEAGUE.

QUEEN'S COLLEGE v. C.R.C. "A."

Played on Saturday, a good match resulting in a win for the Chinese Recreation Club by 15 games. Scores—

Wong Po Keung and Choo Man Ping lost to Rumjahn and Yvanovich 5-6, beat Kay and Forster 6-5, beat Crook and Ismail 7-4.

Wong Po Kie and Lo Man Pan beat Rumjahn and Yvanovich 7-4, beat Kay and Forster 7-4, beat Crook and Ismail 7-4.

Yew Man Tsun and Hung Man To lost to Rumjahn and Yvanovich 4-7, beat Kay and Forster 7-4, beat Crook and Ismail 7-4.

QUEEN'S COLLEGE v. WIGWAM. This match was played yesterday on the Queen's College courts and ended in a win for the home team by 70 games to 29. Neither side was at full strength.

Scores—

Crook and Ismail beat James and Thorpe 10-1, beat Gerken and Gibbison 10-1, beat Paine and Hicks 8-3.
Kay and Rumjahn beat Gerken and Gibbison 10-1, beat James

THE SECRET OF THEIR
WEAKNESS.

WHAT PALID NERVOUS WOMEN
SHOULD DO TO GET STRONG.

Many women, mothers who have the care of children, girls who work and come home tired every night, and even society women who have an endless round of duties and little time for rest and relaxation, find that their colour fades, their nerves become easily irritable, and they seem going into a decline that is very difficult to arrest and correct. The doctors may call this nervous debility or neurasthenia, or may ascribe it to an anemic condition, but the symptoms are very much the same in the majority of cases.

There is usually pallor of the face and lips, a tendency towards shortness of breath, the patient notices that she tires more easily than formerly and there is often loss of appetite. The remedy is to build up the blood, for only in this way can the natural colour be restored and the undernourished nerves be revitalized. If you have any or all of the symptoms do not allow yourself to get worse by neglect for blood-poverty is the first step to serious, and often chronic, ill-health. Taken in time it can be speedily remedied: Dr. Williams' pink pills for pale people, with a world record extending over thirty years, have earned the gratitude of almost countless women—and men too—as a prompt restorative in such cases.

These Pills are unequalled for the treatment of even the most severe nervous disorders, such as neuralgia, partial paralysis and St. Vitus' dance. As a tonic for the blood and nerves they are used everywhere with the greatest success, building up wasted bodies and bringing the glow of health to pale and sallow cheeks.

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and Thorpe 7-4, beat Paine and Hicks 7-4.

D. Laing and Ip Kau beat James and Thorpe 7-4, beat Gerken and Gibbison 6-5, lost to Paine and Hicks 5-6.

JUNIOR LEAGUE.

C.R.C. "C" team met the 88th Coy. R.G.A. on Saturday and won comfortably by 66 games to 37.

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FOR SINGAPORE, COLOMBO & BOMBAY.

S.S.	leave Hong-kong a out	Due Bombay about
DUNERA	7th July	25th July

FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.

S.S.	leave Hong-kong a out	Due Calcutta about
JAPAN	18th July	13th August

FOR SHANGHAI.

S.S.	leave Hong-kong a out	Due Shanghai about
DUNERA	24th June, at daylight	for Shanghai only.

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BOMBAY & COLOMBO via Singapore.

SHINRYU MARU... Beginning of July.

TENSIN MARU... Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU... Saturday, 28th June.

CALCUTTA MARU... Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU... Friday, 20th June, at 5 a.m.

AKI MARU... Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU... Tuesday, 24th June, at 11 a.m.

SHIMBU MARU... Saturday, 28th June.

INABA MARU... Friday, 11th July, at 11 a.m.

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SHIPPING NEWS.

WIRELESS ON CHINA COAST STEAMERS.

The question of the adoption of wireless on steamers running the China Coast will no doubt be the cause of much speculation among members of the seafaring profession but as so few ships of the different coast companies are equipped with wireless, it is not to be expected that they will take a very great interest if such a step were proposed and planned. But when the compulsory fitting of passenger vessels with wireless comes into force, as it has already done in the U.S.A., shipping companies will take a greater interest in such a project, and the number of disasters other than by collision will greatly decrease if this unique system is placed in operation. The cost of equipping and maintaining radio stations is to be expected would be borne by the Government.

THE TRAINING OF MERCHANT SEAMEN.

The methods employed for the training of the ships of the United States is not left to chance as the following extract from an American journal will show:—"Apprentices and cadet officers will be placed on all large vessels of the United States merchant marine by the Shipping Board to be trained for higher places, much the same as sailor-boys were trained to become officers and shipping merchants in the early days of American sea-going. The basis of this plan is one of individual training on shipboard for the American youth capable of rising through instruction, to a shipping career, and the plan has been devised as an extension of the war-time system of training by the Board, through which large numbers of American lads were given brief intensive schooling on training ships before being sent to sea. It was this system that enabled Salem and Boston to outstrip all rivals in foreign trade, and make themselves and their communities rich. Shipping men are agreed that if the attainment of our new and enlarging interest in foreign commerce is to be secured, we must certainly have a very high class of U.S. merchant seamen.

A MERCANTILE MARINE FUND.

With reference to the recent announcement that Mr. J. Bruce Ismay had made a generous gift of \$25,000 to the Mercantile Marine Service Association for the purpose of inaugurating a National Mercantile Marine Fund, Mr. John Temple, B.C., of the Warrington Wire Rope Works, Ltd., has addressed the following letter to the Secretary of the Mercantile Marine Service Association, the contents of which will doubtless prove an incentive to shipowners and other bodies which have benefited to such a great extent through the loyalty and courage of our merchant seamen:—"I have been thinking a good deal about Mr. Bruce Ismay's magnificent practical appreciation of what the officers and men of the British Mercantile Marine have done throughout the entire war, and my regret is that I cannot do more to show my sympathy than to enclose a cheque for 100 guineas to add to that sum, with the hope that great and important ship and insurance interests will substantially help this fund."

OFFICERS IN CHARGE.

Regarding the interpretation of the clause "officers in charge" in the agreed overtime clause, the Shipping Controller intimates that, in the case of vessels in foreign ports, he considers officers are bound to render the customary service required by their articles of agreement which would include sleeping on board when required and overtime would only be payable in respect of any active duties in connection with the vessel which an officer may be called upon to perform. In the case of a foreign-going vessel at her home port in the United Kingdom, he considers that any officer required to remain on board as "officer in charge" should receive overtime payment whether called upon to perform active duties or not if he has not been given equivalent time off duty. Should there be any doubt as to which is the vessel's home port, the port at which the officers resign articles should be taken unless otherwise agreed. In the case of a foreign-going vessel at a port in the United Kingdom (other than the home port), he considers owners have the right to retain the services on board of at least one officer in each department without any payment, unless such officer be called upon to perform outside working hours any active duties in connection with the vessel.

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WWEI, CHEFOO & TTSIN	Huichow	26th June at noon
SHANGHAI	Sunning	26th June at noon
SHANGHAI & TSINGTAO	Chenan	29th June at daylight
NEOWHANG	Kansu	3rd July at 4 p.m.

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjimanoeck	Japan	27th June	28th June	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Building. Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Guinnebaug	Medina	TUES. 24th June at 11 a.m.
Haitan	A. H. Stewart	FRI. 27th June at 1 p.m.
Haihong	J. W. Evans	TUES. 1st July at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPraik & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).

For	Steamship	On
TTSIN via W'wei & C'foo	Cheongshing	Tues., 24th June at daylight
SHANGHAI	Wingsang	Tues., 24th June at daylight
HAIPHONG	Taksang	Tues., 24th June at 8 a.m.
SHANGHAI	Choysang	Wed., 25th June at daylight
STRAITS and Calcutta	Namsang	Wed., 25th June at 3 p.m.
KOBE	Fooshing	Thur., 26th June at 4 p.m.
MANILA	Loongsang	Fri., 27th June at 3 p.m.
MANILA	Yuensang	Fri., 4th July at 3 p.m.
STRAITS & Calcutta	Kwaisang	Sat., 5th July at 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Eastern Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi, Haiphong, and other ports.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having up to date service and good passenger accommodation.

Cargo taken on through Bills of Lading for Kaitai, Jesselton, Labuan, Tawau and Lahad D'Air.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin via Shanghai and Changhai.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD. Telephone No. 215. General Managers.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYADES"

Will be despatched for NEW YORK via Panama, on Thursday, July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE, Agents.

SHIPPING

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU" Tuesday, 24th June. (Call Marseilles.)

"AMAZON MARU" End of July.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

"SAIGON MARU" Thursday, 10th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"HAWAII MARU" Thursday, 24th July.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

"SAIGON MARU" Thursday, 10th July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEI MARU" 2nd July.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"KOISO MARU" Wednesday, 9th July.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"MEXICO MARU" Saturday, 23rd June.

HAIPHONG—Three times a month service.

"DAITOKU MARU" Saturday, 23rd June.

KEELUNG, TAKAO via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 3rd July.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" Tuesday, 24th June.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR FREIGHT BETWEEN.

HONGKONG.

BANGKOK

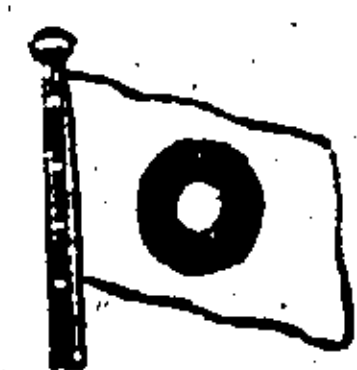
and/or

SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID,

SUEZ, HAWAII, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU,

SINGAPORE, SINGAPORE, SINGAPORE, SINGAPORE, SINGAPORE,

Taking Cargo on through Bills of Lading to Pacific Coasts,

Japan, China, India, Java, North and South America, also to

Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about July 5th.

For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"WESTERN KNIGHT" About August 1st.

"WEST HEMATITE" 10th.

For SEATTLE, TACOMA & PORTLAND.

"WEST CELINA" About August 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478 5th Floor, Hotel Mansions.

SHIPPING

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" SAILING DATE about June, 29th

FOR SAN FRANCISCO

"UNNAMED" Early July.

"TANCREO" 30th July.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR 792.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be de-patched on the 14th July, to:—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:—

JAVA-CHINA-JAPAN LYN.

Telephone No. 1574. Agents.

"VESSELS LOADING AND TO LOAD."

Destination.	Vessel's Name.	For Freight Apply To.	To be De-patched.
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JAPAN AND COAST PORTS.

Manila, Cebu and Iloilo	Taming	B. & S.	23 June
Haiphong	Taksan	J. M. Co.	24 June
Keelung via Swatow and Amoy	Anakusa M.	O. S. K.	24 June
Tientsin via Weihaiwei & Chefoo	Cheongshing	J. M. Co.	24 June
Shanghai	Wingsang	J. M. Co.	24 June
Shanghai	Dunera	P. & O.	24 June
Shanghai, Kobe and Yokohama	Kitano M.	N. Y. K.	24 June
Swatow and Bangkok	Chusan M.	B. & S.	24 June
Shanghai	Teau	B. & S.	24 June
Swatow and Bangkok	Hupoh	B. & S.	24 June
Swatow, Amoy and Foochow	Quinnebaug	D. L. Co.	24 June
Shanghai	Choyang	J. M. Co.	25 June
Straits and Calcutta	Namsang	J. M. Co.	25 June
Shanghai	Sunning	B. & S.	25 June
Kobe	Fooshing	J. M. Co.	25 June
Weihaiwei, Chefoo & Tientsin	Huichow	B. & S.	25 June
Manila	Loongsang	J. M. Co.	27 June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	27 June
Haiphong	Daitoku W.	O. S. K.	28 June
Java	Pimaneok	J. O. J. L.	28 June
Calcutta via Ports	Rangoon M.	N. Y. K.	28 June
Shanghai, Kobe and Yokohama	Shimbu M.	N. Y. K.	28 June
Shanghai and Tientsin	Chusan	B. & S.	29 June
Swatow, Amoy and Foochow	Haihong	D. L. Co.	1 July
Newchwang	Kansu	B. & S.	3 July
Takao via Swatow and Amoy	Soshu M.	O. S. K.	3 July
Manila	Yuenang	J. M. Co.	4 July
Straits and Calcutta	Kwaihsan	J. M. Co.	5 July
Singapore, Colombo & Bombay	Dunera	P. & O.	7 July
Sydney and Melbourne	Kohso M.	O. S. K.	9 July
Genoa	Saigon M.	O. S. K.	10 July
Calcutta via Ports	Calcutta M.	N. Y. K.	19 July
Spore, Penang, Rangoon & Ceylon	Japan	P. & O.	19 July

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of Light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	BREADTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	TYPE OF DOCK OR SLIP
KOWLOON				
No. 1 Dock, Kowloon	100	20	10	Graving Dock
No. 2 Dock, Kowloon	100	20	10	Graving Dock
No. 3 Dock, Kowloon	100	20	10	Graving Dock
No. 4 Dock, Kowloon	100	20	10	Graving Dock
No. 5 Dock, Kowloon	100	20	10	Graving Dock
No. 6 Dock, Kowloon	100	20	10	Graving Dock
No. 7 Dock, Kowloon	100	20	10	Graving Dock
No. 8 Dock, Kowloon	100	20	10	Graving Dock
No. 9 Dock, Kowloon	100	20	10	Graving Dock
No. 10 Dock, Kowloon	100	20	10	Graving Dock
No. 11 Dock, Kowloon	100	20	10	Graving Dock
No. 12 Dock, Kowloon	100	20	10	Graving Dock
No. 13 Dock, Kowloon	100	20	10	Graving Dock
No. 14 Dock, Kowloon	100	20	10	Graving Dock
No. 15 Dock, Kowloon	100	20	10	Graving Dock
No. 16 Dock, Kowloon	100	20	10	Graving Dock
No. 17 Dock, Kowloon	100	20	10	Graving Dock
No. 18 Dock, Kowloon	100	20	10	Graving Dock
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No. 94 Dock, Kowloon	100	20	10	Graving Dock
No. 95 Dock, Kowloon	100	20	10	Graving Dock
No. 96 Dock, Kowloon	100	20	10	Graving Dock
No. 97 Dock, Kowloon	100	20	10	Graving Dock
No. 98 Dock, Kowloon	100	20	10	Graving Dock
No. 99 Dock, Kowloon	100	20	10	Graving Dock
No. 100 Dock, Kowloon	100	20	10	Graving Dock

REMEMBER
TEL. No. 377
FOR

MERCURY GARAGE

THE MOST MODERN CARS IN TOWN.

CRIMINAL SESSIONS

A FORGERY CASE

The June Criminal Sessions were resumed this morning before Sir William Rees Davies, K.C., Chief Justice.

Wong Wai Lam was charged with forgery of receipts, and pleaded not guilty.

The Attorney General (the Hon. Mr. H. E. Pollock, K.C.) appeared for the prosecution, and the Hon. Mr. C. G. Alabaster, O.B.E., instructed by Mr. D. J. Lewis, of Messrs. Johnstone, Stokes and Master, defended the accused.

The jury were Messrs. D. Reichleiman, F. A. Chopard, F. Rapp, B. W. Tape, C. Stewart, W. J. Roberts, and J. H. Pidgeon.

Opening the case for the Crown, the Attorney General said the prisoner in the present case was charged on two counts for forgery, the first, on April 22, 1918, a receipt for \$350, and the second, on June 19, 1918, a receipt for \$417.83.

Counsel said before he went into the facts of the case he would deal with a point of law. There would be a witness who would speak as to the signatures in the book being forged and not his signature. Of course, they were not prepared to say who wrote the signatures but under the Ordinance any person who aids, abets, counsels or procures a false signature is liable to the same extent as the principal.

The point was that although the prosecution cannot prove actually as to who wrote the forgery if the jury were of the opinion that the accused was an accessory to the forgery being committed, they held that he was liable to be punished as a principal.

The facts were that accused was manager and partner in the Wa Cheong Lung firm of Hongkong, which was rather closely connected with the Wai Wing firm of Canton and it was the forging of the signature of a member of the Canton firm that formed the subject of the charges.

It would be shown that there were business transactions between the Canton and Hongkong firms in 1917 but there were no transactions during the year 1918 which is the year in regard to which the forgeries were alleged to have been committed. It would be shown that the accused made certain entries in the books of his firm in 1918 which purported to show that on the dates mentioned the Wa Cheong Lung firm had paid the moneys stated. These entries would be shown to be incorrect because, in fact, no such transactions took place between the two firms.

Evidence was then taken. The case is proceeding.

A GREEK FINED

Gerastimes, a Greek who arrived in the Colony by the French Mail steamer Nera from Port Said, was to-day fined \$1,000, or, in default, six months' hard labour, for being in possession of 34 lbs. of raw opium, valued at \$40.

Chief Revenue Officer Wildin, who found the drug concealed in the accused's suit-case, said he received information through the accused attempting to effect a sale of the drug previous to the night of his arrest.

In connection with this case, Mr. Tsantacopoulos, a local Greek gentleman, who acted as interpreter, lodged a protest this morning with the Magistrate (Mr. R. O. Hutchison) concerning the publishing of his name in three local contemporaries for that of the accused.

H. K. P. R. ORDERS.

Orders issued by Mr. J. W. Franks, D.S.P. (R.), state:—

NO. 2 COMPANY.

Inspector Silva Netto will act as O/C No. 2 Company during the absence on leave of Inspector A.E.S. Alves on leave, to date from 25th June, 1919.

those enormous concentrations of artillery and ammunition which were the ultimate cause of the final victory. I must apologise for a very sketchy and incomplete account, but if I have been in any way able to convey to you some idea of the manner in which the front line units of the Companies of the R.E. carry out their duties I shall have accomplished my object.

Capt. Alister Campbell and Lieut. McMichael described operations in "Palestine" and Lieut. McMichael illustrated several phases of the campaign in this theatre with an interesting collection of photographic slides and maps.

A collection was taken during the evening in aid of the United Service Association.

THE INDUSTRIAL & COMMERCIAL BANK LTD.

In view of a resolution adopted by the Board of Directors at a meeting held 21st June, 1919, the Bank is in charge of the Manager, Mr. J. Usang Ly. The resolution reads:

"It was resolved that in order to carry out the new policy of the Board to assume more active control the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and Special Meetings of the Shareholders the date for which meetings are to be decided later."

By Order of the Board,
J. K. CHOY,
Secretary.
Hongkong, 23rd June, 1919.

WISEMAN'S

delicious
ICE CREAMS
in various flavours
can be sent out ready for serving
for
PICNIC, TIFFIN
or
DINNER PARTIES.
From \$2.00 per quart.
D. M. GOODALL,
Manager.
PHONE 407.

HOUSEBOY'S "SQUEEZE"

Mr. A. R. F. Raven, had a "boy" at his house in Conduit Road whose wages were sometimes added to by other sums which his thieving propensities were able to procure. On Saturday he called a marine hawk, a regular customer of his, into the kitchen and struck with him a bargain over two of the covers of the stove. They originally cost Mr. Raven 40 cents, but as they did not belong to the "boy," the latter could, without a pang of regret, dispose of them cheap for 15 cents. Two empty wine bottles also came into the possession of the hawk on the payment of a few additional cents. The "boy" was later arrested, and he pointed out the hawk to the Police. The hawk, in Court this morning, said the "boy" had invited him on several occasions to buy the covers. Mr. Raven asked his Worship to deal leniently with the "boy" as he came from good people. The "boy" had been in his service for two months. Mr. R. E. Lindsell fined the boy \$5, or seven days, while the hawk was fined \$10, or 14 days' imprisonment.

HID NOTES IN MOUTH

An impudent thief ornamented the dock in Mr. R. E. Lindsell's Court to-day. How he came to be there, was related by a Shanghai Chinese, who said that whilst stepping out of a tramcar, the thief extracted \$7 in notes from his breast-pocket and putting it into his mouth boarded the car, trusting to its speed to get him off from the scene of trouble. Into the car followed the Chinese, who placed one strong finger on each cheek of the thief, and literally pressed out a \$5 note from his mouth. Where the other two notes were, was a mystery.

The thief had prepared a statement to offer to the magistrate:—"I picked up the notes from the ground where they had been thrown by the complainant, who mistook them for his tram ticket." The complainant:—"I have the ticket here," and he showed one to the Magistrate. The thief:—"But that is another one."—"Six weeks," interposed the Magistrate.

SHANGHAI VOLUNTEERS
At the Shanghai Scottish Y.C. annual musketry shoot, Pte. C.E. M. Thomson won the Championship and also headed the Grand Aggregate with a total of 290, which is the highest since the Company was formed. It is only two years since 1917, Pte. Thomson last won the Aggregate, and he is to be congratulated on his excellent shooting during this meeting.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY the 24th June, 1919,
commencing at 11 a.m.
at Holt's Wharf, Kowloon.
45 drums Caustic Soda,
119 cases Hydroxide,
and afterwards at 3 p.m.
at No. 50 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd. Kowloon
133 drums Caustic Soda.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

THE undersigned have received instructions to sell by Public Auction on

SATURDAY the 28th June, 1919,
commencing at 11 a.m.
at No. 23 Cameron Villas, Kowloon
A Quantity of Valuable Household Furniture
(Full particulars from catalogue)
On view from Friday, the 27th inst.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY, the 30th June, 1919,
commencing at 11 a.m.
at No. 2 Austin Avenue, Kowloon
A Quantity of Valuable Household Furniture
(Full particulars from catalogue)
On view from Sunday the 29th inst.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 26th June, 1919,
commencing at 11 a.m.
At the premises lately occupied by the Victoria Dispensary at No. 32 Queen's Road Central.
A Quantity of Shop Fittings Also
1 Iron Safe and Stand
4 Electric table fans.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"KITANO MARU,"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 30th June, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YU-EN KAISHA,
Agents.
Hongkong, 23rd June, 1919.

WAR LECTURES.

BY FORMER HONGKONG MEN.

There was a large audience present at the Masonic Hall, Shanghai, on June 13, when four interesting addresses were given by officers returned from the Front.

The meeting was held under the auspices of the local branches of the St. Andrew's and St. George's Societies, and was presided over by Sir Havilland de Saumarez.

Along with the Chairman on the platform were Dr. R. S. Ivy and Mr. C. W. Wrighton.

The officers who addressed the meeting were Major M. Reader Harris, M.C., 13th London Regiment (Kensington); Major M. H. Logan, M.C., Royal Engineers; Captain-Alister St. Clair Campbell, Argyll and Sutherland Highlanders, and Lieut. E. H. McMichael, Westminster Dragoons. The two first-named were formerly resident in Hongkong. Major Reader Harris being with Messrs. Wilkinson and Grist, and Major Logan on the staff of the Kowloon-Canton Railway and later with Messrs. Palmer and Turner.

Major Reader Harris was the first speaker. He told some interesting stories of life at the front and of some of the experiences that befell those who lived in the trenches. During the day, he said, they were chiefly concerned about the unexpected visits of staff officers and, at night, they chased rats and had other exciting adventures. When General Birdwood paid them a visit, he reprimanded a "Tommy" for not saluting him. The "Tommy" replied that he did not know the visitor was an officer. "I am General Birdwood," said the gallant Anzac. "Then," retorted the "Tommy," why don't you wear feathers, as any other bird would! (Laughter). It was always a great relief for them to get "over the top" into the open, as they could then see what was going on around them, and his experience and that of other officers was that not one man in a thousand ever experienced the Boche waiting on them to engage with the bayonet. Mr. Reader Harris paid a high compliment to "Tommy" on his "extraordinary personal pluck." He had never known an occasion where the pluck of the British "Tommy" had failed (Applause).

Major Logan, M.C., R.E., was the next speaker. He described the work of the Royal Engineers, referring particularly to the Field Company Branch with which he served in France. A Field Company, the speaker said, has a war strength of six officers and 226 N. C.O.'s and men. It is composed of specialists in certain trades and carries in its technical wagons an equipment which enables the personnel to deal with almost every contingency likely to occur in the field. In trench warfare and during the period of the war on the western front, the actual war of movement occupied but a limited period. A Field Company is generally allotted to a Brigade front and, as a rule, works with a particular Brigade both in attack and defence. There are three Field Companies in the establishment of a Division, and they are mobile units who move with the Division. The Siege Boys, R.E., or Army Troops Cos. R.E., whose personnel is interchangeable with the Field Cos. R.E., and who carry out similar work, are allotted to a Corps and remain longer in an area and generally are employed on work of a more permanent character, such as large water supplies, schemes and the construction of forward fighting positions or strong points on or near the front. The work of a Field Company on a Brigade front consists in the re-

ponsibility for the construction of new trenches, the repair and drainage of existing trenches, the construction of bomb-proof shelters in the front line, machine gun emplacements, observation posts, advanced dressing stations, assembly trenches for the attack and the consolidation and fortification of captured positions. In this latter connection, I would say that experience has proved that it is comparatively easy to capture a position, but it is infinitely more difficult to hold it against the inevitable counter-attack, which invariably follows when the tired attackers are confronted with masses of fresh enemy troops. The pick, the shovel and the sandbag are then of equal, if not more important, than the rifle and the bayonet, and those troops who can dig themselves in in the most thorough manner, in the shortest possible space of time are those who are successful in the capture and retention of a position. In the case of work in the advanced trenches, most or nearly all of it must be done by night, and in the event of it not being possible to finish the work in one night, it is usual that the enemy will be fully aware of what is being done, having noted from his observation posts during the day the signs of fresh excavation and on the following night the working parties will be the target for machine-gun fire. Machine gun fire and shell gun fire, notwithstanding, the work must still go on, and does so in spite of numerous casualties. The trenches lend a feeling of security, but it is a very different thing to work for hours on the surface in the most deplorable conditions of weather and mud under heavy shell fire. The reconnaissances and setting out of all new works falls to the lot of the officers and N.C.O.'s of the Field Companies, R.E.; and a good deal of time is spent in the dusk or the early hours of the morning in examining the ground and making oneself familiar with the conditions. The setting out of the work and the arrangements for tools and materials are all part of the work of the R. E. Companies.

Major Logan gave a full and graphic description of his experience on the Ypres Salient, after which he described his work in connection with the construction of light railways to the firing line in connection with the fighting on the Somme.

"The work of the R. E. Field Company and the army troops company in the preparation for and in the actual battle of the Somme in 1916 was," he said, "of a particularly arduous and trying character, observation posts, machine-gun emplacements, water supply on a large scale, the pipe lines being taken right in the front trenches; the construction of many miles of new roads chiefly of the corduroy description, the setting out and digging of assembly trenches the installation of gas cylinders and many other kindred operations imposed a very heavy strain on the personnel and exacted a large proportion of casualties."

"In the latter part of the Somme Battle I was almost entirely engaged with my Company in the construction of a Light Railway System forward of Trones Wood, Guillemont and Guichy on the front line of XIVth Corps and later I became Assistant Director, Light Railways of Fifth Army, and as such was responsible for the construction of several hundred miles of line which connected the forward Railheads of the Standard Gauge Railways with the actual batteries and troops in the firing line."

"I wish," Major Logan said, "that I had time to describe this work in detail, but I can for the moment say no more but that the advent of the Light Railway System on the British front revolutionised conditions of transport and alone made possible

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Hongkong, 23rd June, 1919.

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The undersigned have received information to the effect that a brand of condensed milk labelled **CARNATION MILK** is being placed on this market. Consumers and Dealers are warned that the undersigned are exclusive agents in China for the **Carnation Milk Products Co.** of Seattle, Washington, and that they have not received any tins labelled as above but that all tins imported by them are labelled **"CARNATION MILK"** and are accompanied by top and bottom of tins.

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COMMERCIAL NEWS.

COMMERCE THE TEST.

The American Ambassador, responding to the toast of "Anglo-American Commerce" at the annual dinner of the Association of Chambers of Commerce of the United Kingdom, held at the Connaught Rooms, said commerce was the touchstone of the relation between any two countries, for it was nothing other than amity and friendship translated into action. Applying this test, there was no room to doubt the underlying sentiment which Great Britain and the United States entertained for one another. Both nations, profited by this commerce abundantly without regard to the swing of the so-called balance of trade. Nor should one's enthusiasm be damped in the least by the reflection that in many lines of trade we had been, and would, he trusted, continue to be competitors in the markets of the world. There was room enough, surely, on a needy planet for them both. "He had no fear that within any time that could now be foreseen the world's production would outrun its needs. Unquestionably, said Mr. Davis, the war had brought many new problems which must be confronted. In addition to domestic questions, the whole habit and structure of international credit had been profoundly disturbed, and extraordinary methods might be needed to restore it before commerce came into its own again. "But if I may be permitted," he concluded, "I should like to venture the prediction that rebuilding and reconstruction will come nowhere sooner than in these islands, where British habits of industry, British endurance, and British courage, and that spirit of adventure and enterprise which has carried your flag around the world can be relied upon to serve the task. You have been great in war; that you will be great in peace as well, no man who knows the past or preserves the history of Great Britain can permit himself to doubt. Sir Robert Horne, Minister of Labour, said he did not think they were going to see very much of a drop in prices in the immediate future. There might even be a rise. They might take it that wages would stand in the great trade of the country at the same level at which they stood at the time of the armistice. Output was the crux of the whole situation. (Cheers.) Production, vast production, was the only thing which could make this country prosperous again. The theory of limitation of production was the most pernicious theory that could be propagated in a business country. The more they limited production, the more they destroyed employment.

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1/11 India	Nom.
Demand, India	Nom.
1/11 San Francisco	81
1/11 Java	203
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1/11 France	528
Demand, Paris	523 1/2

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6 m/s. L/C	37 3/4
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4 m/s. Manila	Nom.
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Demand, Germany	81 1/4
Demand, New York	81 1/4
1/11 Bombay	Nom.
Demand, Bombay	Nom.
1/11 Calcutta	Nom.
Demand, Calcutta	Nom.
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Hongkong, 15th January 1919.

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MR. LI HOY PAN, a Chinese graduate turned in literature, has been a teacher to European Officials and Merchants in this Colony for ten years. He has a good knowledge of Mandarin and English and a first rate certificate as a Chinese teacher. He has also a good knowledge of the Chinese language and is well qualified to teach the Chinese language to those who intend to learn the Chinese language. His office is direct to No. 122 Wellington Street, first floor and to Messrs. Ribeiro and Silva, Old Supreme Court, Ground floor.

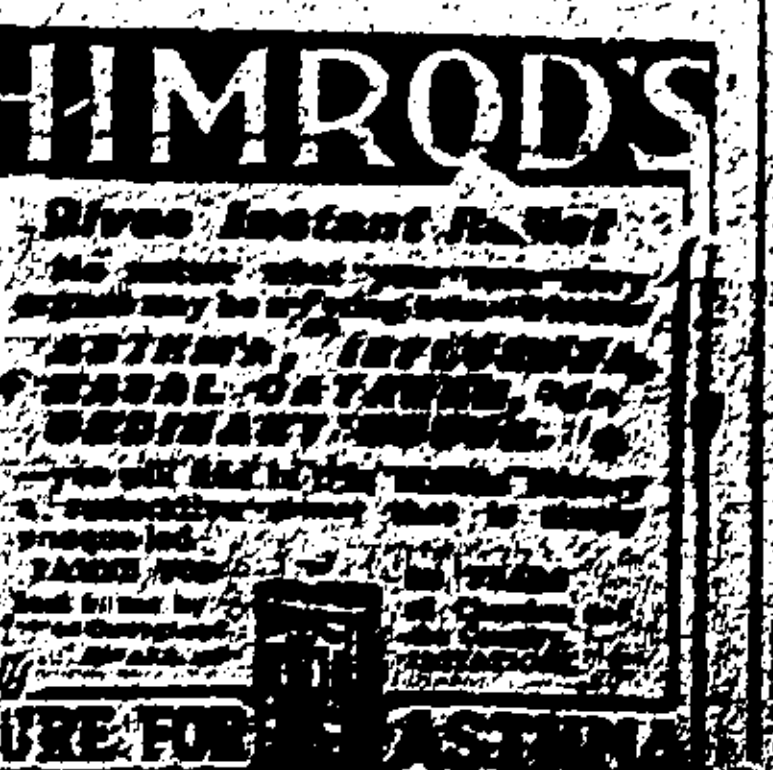
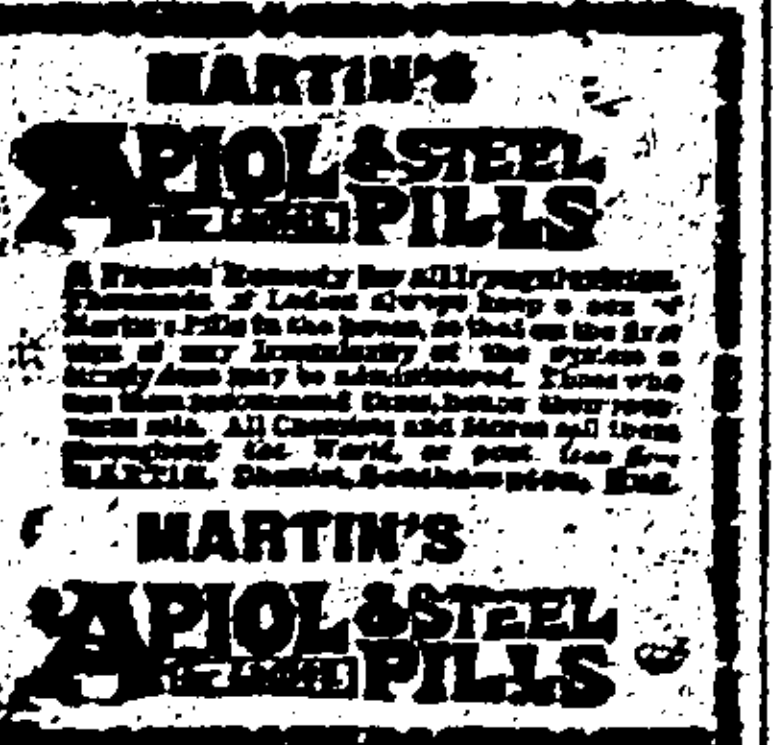
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1.00 p.m. to 2.00 p.m.	10 mins
2.00 to 3.00 p.m.	10 mins
3.00 to 4.00 p.m.	10 mins
4.00 to 5.00 p.m.	10 mins
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Indos (Pref.)	\$32
Indos (Def.)	\$160
Shells	\$192
Ferries	\$34
Refineries	
Sugars	\$158 1/2
Malabons	\$39
Mining	
Kailans	\$50 1/2
Langkats	\$19 1/2
Shanghai Loans	\$19 1/2
Shai Explorations	\$2
Raubis	\$44 1/2
Tronohs	\$52 1/2
Urals	\$52 1/2
Docks, Wharves, Godowns, &c.	
H. K. Wharves	\$95 1/2
K. Docks	\$157
Shai Docks	\$137
N. Engineerings	\$25 1/2
Lands, Hotels & Buildings	
Centrals	\$112
H. K. Hotels	\$117
L. Invest.	\$117
H. Phreys Est.	\$8
K. loon Lands	\$46
L. Reclamations	\$175
West Points	\$80
Cotton Mills	
Ewos	\$280
Kung Yiks	\$36
Lau Kung Mows	\$300
Orientalis	\$91
Shai Cottons	\$199
Yangtzepeeps	\$144 1/2
Miscellaneous	
Cements	\$84
China Borneos	\$13
Do. Light	\$5 1/2
China Providents	\$74
Dairy Farms	\$28 1/2
Electrics H. K.	\$75
Electrics Macao	\$33
Hongkong Ropes	\$31 1/2
Hk. Tramways	\$74
Peak Trams	\$74
Do. new	\$80
Steam Laundries	\$34
Steel Foundries	\$12
Water-Boats	\$13 1/2
Watsons	\$310
Wm. Powells	\$114 1/2
Wisemans	\$29
Brit. Burmahs	\$63

Hongkong, June 23, 1919.

WEATHER REPORT.

June 23d, 12h. 25m.—Pressure has decreased very considerably over N. Japan the northern depression having reached Hokkaido. It has decreased slightly elsewhere; the southern depression remains over Foshing. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inch. Total since January 1st 24.29 inches against an average of 35.19 inches. N.B.—On Sunday 22nd instant, 1 P.M. TIME BALL fell about 10 sec. too late on account of electrical defect. FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap Rock	S. & W. winds; moderate; fine to cloudy; occasional rain.
2 Formosa Channel	The same as No. 1.
3 South coast of China b-y	The same between H.K. and Laysan; as No. 1.
4 South coast of China b-y	The same between H.K. and Hainan; as No. 1.

C. W. JEFFRIES, Chief Assistant.
Hongkong Observatory, June 23, 1919.

METEOROLOGICAL.

Barometer 29.67 29.68 29.67
Temperature 87 81 89
Humidity 76 81 87
Wind Direction S.S.W. S.W. S.
Force 3 3 3
Weather 0 0 0
Rain 0 0 0
Notes: High open air temperatures on the road by lowest H.K. Observatory, June 23, 1919.
T. F. CLAXTON, Director.

NOTICE

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Telephone No. 1673, Manager.
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POST OFFICE.

The Commonwealth of Australia has imposed a War Tax of one half penny on every article of correspondence, posted within the Commonwealth.

Parcels of sugar, as gifts, up to 1 lb., in gross weight each, may now be sent by post to the United Kingdom.

Jewellery and Silverware manufactured in Hongkong or any other British Possession may now be sent by parcel post from Hongkong to the United Kingdom.

A fee of 2d. in respect of the performance of Customs Formalities is now charged on every parcel from abroad for delivery in the United Kingdom on which British Customs Charges are payable. The fee is collected from the addressee except in the case of duty prepaid parcels when the amount may be prepaid by the sender.

It is no longer necessary for parcels addressed to Greece to be accompanied by a certificate from the British Minister at Athens.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Canada, U.S.A. and Shanghai—Per CHINA, 24th June, 10 a.m.
Canada, U.S.A. and Shanghai—Per HAWAIIAN, 24th June, 10 a.m.
Canada, U.S.A. and Shanghai—Per JAPAN, 24th June, 10 a.m.
Canada, U.S.A. and Shanghai—Per KOREA, 24th June, 10 a.m.
Canada, U.S.A. and Shanghai—Per MANILA, 24th June, 10 a.m.
Canada, U.S.A. and Shanghai—Per PEKING, 24th June, 10 a.m.
Canada, U.S.A. and Shanghai—Per SHANGHAI, 24th June, 10 a.m.

OUTWARD MAILS.

TO-MORROW.

Shanghai, N. C. & Japan via Kobe—Per KITANO MARU, 24th June, 10 a.m.
Swatow and Bangkok—Per HUPEH, 24th June, 10 a.m.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 24th June, 10 a.m.
Straits and Bangkok—Per CHUSAN, 24th June, 10 a.m.
Shanghai and North China—Per TEAN, 24th June, 11 a.m.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 24th June, 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per TEUCER, 24th June, Reg. 11.45 a.m. Letters 12.30 p.m.
The Parcel Mail will be closed on Monday, 23rd June, at 5 p.m.
Shanghai and North China—Per DUNERA, 24th June, 3 p.m.
Shanghai and North China—Per CHOYSANG, 24th June, 5 p.m.
Hohow—Per CHUEN ON, 24th June, 5 p.m.
WEDNESDAY, 25TH JUNE.
Philippine Islands, Australia & New Zealand via Thursday Island—Per TANGO MARU, 25th June, Reg. 8.45 a.m. Letters 9.30 a.m.
Shanghai, N. China & Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE VIA SAN FRANCISCO—Per KOREA MARU, 25th June, Reg. 9.15 a.m. Letters 10 a.m.
Shanghai, North China & Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA CANADA—Per EMPRESS OF JAPAN, 25th June, Reg. 9.45 a.m. Letters 10.30 a.m.
THURSDAY, 26TH JUNE.
Shanghai, North China & Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA CANADA—Per EMPRESS OF JAPAN, 26th June, Reg. 9.45 a.m. Letters 10.30 a.m.

PASSENGERS DEPARTED.

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Auguelles F A Mrs
Aart W Van Hillegondsborg
Best H C Mr & Hunter T Mrs
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Brimo J G Mrs Lewis C H
Boggs Mrs & Lanza P
Miss Lund D O
Calleja Juan Madden R H
Collins Mr & Mr & Mrs
Mrs Madden S W
Carey F W Mr Madison
& Mrs Fratt A J Mr &
Chilvers Mr & Mrs
Mrs Pithie I. Mr &
Drury V Mrs Riddle J W Mr
Doray M B R & Mrs
Dodds W C Remking O A
Dueme F M Rua A
Edmunds A W Ritter G T
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Farwig A S Smith H P
Graham R E Scally F Mr &
Mrs
Gillhooley G K Starky E & W
Mrs & Miss Misses
Golder H C Mr Underhill L K
& Mrs Watson J G Mrs
Shanghai and North China—Per SUNNING, 26th June, 11 a.m.
FRIDAY, 27TH JUNE.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, EUROPE VIA SUEZ—Per TAMBA MARU, 27th June, Reg. 9.45 a.m. Letters 10.30
Swatow, Amoy & Foochow—Per HAITAN, 27th June, 1 p.m.
Philippine Islands—Per LOONG-SANG, 27th June, 2 p.m.
SATURDAY, 28TH JUNE.
Shanghai and North China—Per CHENAN, 28th June, 5 p.m.
TUESDAY, 1ST JULY.
Shanghai and North China—Per SINKIANG, 1st July, 11 a.m.
Swatow, Amoy and Foochow—Per CHAIHONG, 1st July, 11 a.m.